

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

50X1-HUM

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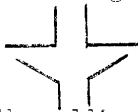
COUNTRY USSR REPORT  
SUBJECT Observations along the Railroad between Dzhulfa and Gori DATE DISTR. 16 July 1962 50X1-HUM  
NO. PAGES  
REFERENCES RD  
DATE OF INFO.  
PLACE & DATE ACQ. FIELD REPORT NO. 50X1-HUM

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Dzhulfa-Gori

1. A freight train entered the station from the direction of Moscow, consisting of one steam locomotive, one ordinary wooden boxcar, 13 ordinary gondola cars, and two ordinary flatcars. The first flatcar carried one olive-drab, open-top, mobile tractor prime mover, about five m long and two m high. On the side of the prime mover was [redacted] No personnel were observed in the immediate vicinity of the vehicle. On the second flatcar was located one I-beam shaped crane of the tractor type, about five m high and ten m long. At the base of the crane itself was a door and space inside, probably for the crane operator. The gondolas were loaded with wooden crates; [redacted] The boxcar was about 15 m long and 2 m high, with a slanted roof. 50X1-HUM
2. New rail construction was in progress at a small railroad station located about 100-150 m after km 494, between Dzhulfa and Nakhichevan. The station was located on the left side of the tracks when one faces Nakhichevan, and the new rail line was being built from the station to and beyond a small hill located about 520 m from the station, in the direction of Dzhulfa, and 20-23 m to the right of the main line. The hill was about two m high. The new line ran roughly parallel to the main line. Fifteen soldiers were working on the line; their shoulderboards were dark green with a "broken star" insignia. See sketch below:



At the time of observation, the soldiers were cutting into the slope of the hill on the side of the main track. About 20 m before the hill, soldiers were constructing a small concrete bridge over a small dry river bed about two m wide. A single-track rail siding ran from the station to a point about 300 m from the station, in the direction of Dzhulfa. A barbed-wire enclosure about 60-70 m on one side was located in front of km 494 and

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15 m behind the new rail construction. One olive-drab canvas-top military truck was observed within the enclosure.

A small village was located about 2.5 km to the left and rear of the enclosure. (See attachment a. for sketch of the area.)

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#### Nakhichevan

3. A freight train was standing on a rail siding at Nakhichevan station, consisting of two steam locomotives, an unknown number of ordinary flatcars carrying 15 military tanks, and armored cars and 15 military trucks, and six ordinary closed freight cars transporting troops. The tanks were all of one type with a single turret gun about 4.5 m long, similar to the 105-mm artillery piece. The tanks were olive drab with a width equal to that of the flatcars.

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The armored cars had a single-entry hatch on the top and were all of the same type. The military trucks were similar to the model. They were about four m long and two and a half m high and had six rubber wheels. The cars transporting troops had a window in their upper corners. Some of the troops had collar patches of light red background. No special security features were noted in the vicinity of the train.

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4. No military vehicles or missile support equipment were observed in the Tbilisi area.
5. A freight train was standing in Gori station facing towards Dzhulfa. The train consisted of an unknown number of ordinary closed freight cars and one flatcar. The flatcar was at the end of the train and carried two military tanks. The tanks were partially covered with canvas and were identical to the tanks observed at Nakhichevan.

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#### Gori-Dzhulfa

6. An installation consisting of three extremely long buildings was located at Rezd-Visli station [sic], which was about halfway between Norashen and Arazdayan and at about km 529. The buildings were located about two km from and to the left of the tracks when one is traveling toward Norashen. They were 60-65 m long, 4 m high, and 15 m wide, with slanted sheet metal roofs; they were not more than 5 m apart. An asphalt road ran parallel to the railroad tracks at least from the Arazdan area, past the three buildings, to a small village which was "not far from the buildings" and about 1,500 m from the tracks. Immediately after Arazdan station, there was a road barrier and guard shack across the road, and two or three soldiers and several military trucks were seen in the immediate vicinity of the barrier. (See attachment b. for sketch of the area.) A dirt or asphalt road ran from the first asphalt road and behind the first building. Another dirt or asphalt road ran from the third building to the mountainous region behind the buildings. Five single-engine jet aircraft were seen making final landing approaches to the area immediately behind the buildings.
7. A freight train with two gondola cars was observed at Dzhulfa station; the rest of the train was hidden by other trains. Each gondola was carrying three wooden and one metal crates, which were about 1.3 m wide and protruded about one-half a meter above the sides of the car.

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8. Attachments a and b

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ATTACHMENT

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MOUNTAINOUS REGION

NEW CONSTRUCTION AREA:

Attachment a.

UNIDENTIFIED  
VILLAGE

2 1/2 KILOMETERS

MILITARY TRUCK  
60-70 METERS  
ENTRANCE

BARBED-WIRE  
ENCLOSURE

RAIL TRACK  
UNDER CONSTRUCTION

RAILROAD  
SLIDING  
15 METERS  
12 METERS

UNIDENTIFIED  
RR  
STATION

100-150 METERS

300 METERS  
MAIN RAILROAD TRACK

BRIDGE OVER  
DEEP WATER FORD

WOODEN  
RAIL TIES

20 METERS  
21-23 METERS

SMALL HILL

SOVIET  
DZULIFA  
R.R.  
STATION

SECRET

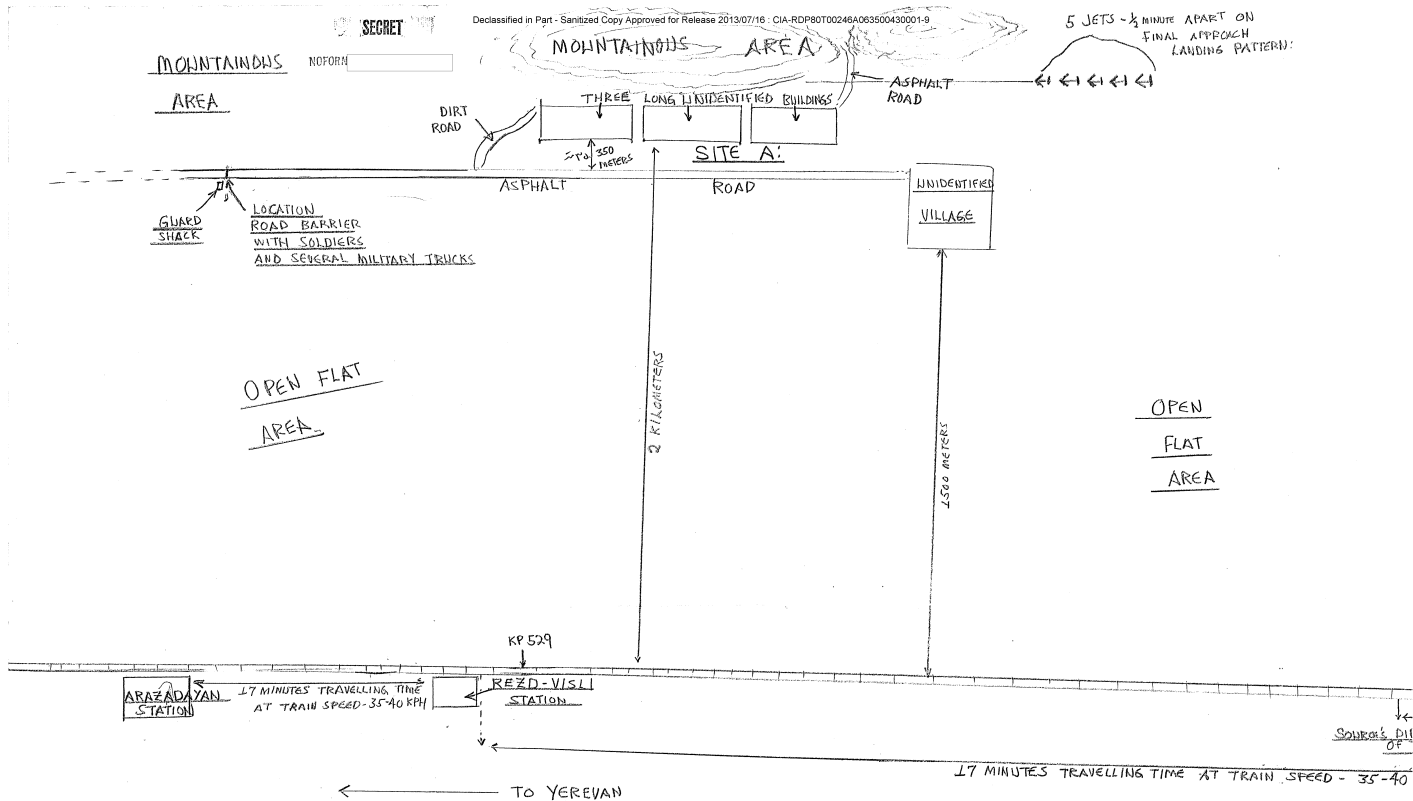
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ATTACHMENT

Attachment b.

Source's Duty of

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